

WSDOT Airports and Compatible Land-Use Technical Assistance Program



Washington State
Department of Transportation

DRAFT

Airport and Compatible Land-Use Guidebook

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Today's agenda:

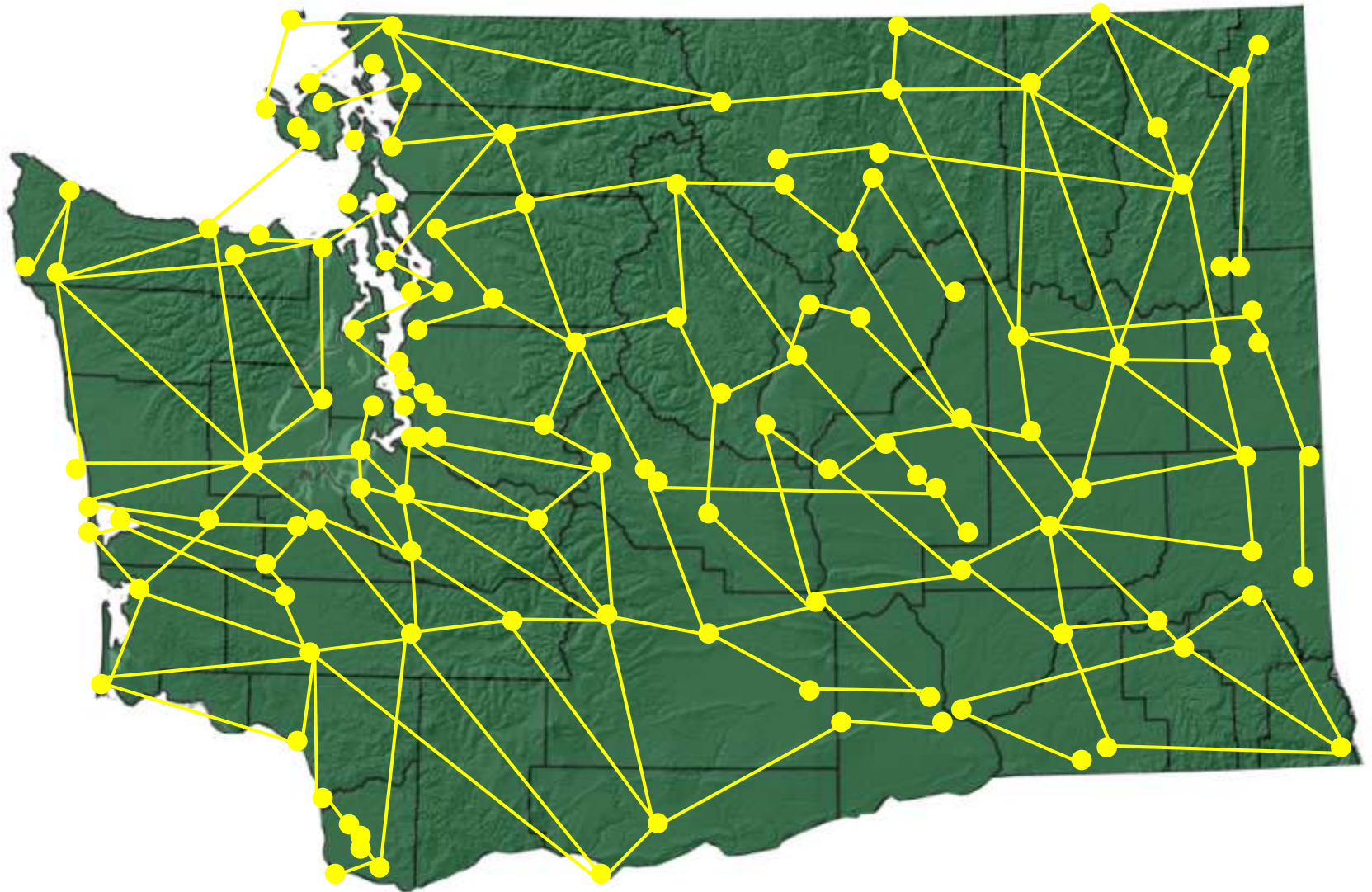
- Washington aviation system and the Growth Management Act
- Background on handbook
- The Airports and Compatible Land-Use Guidebook Draft
 - WSDOT's six-step planning process
 - Tools for implementation
 - Appendix materials
- Public input on real and hypothetical land-use challenges
- Airports and Compatible Land Use: formal consultation process
- Question and answer

Airports and State Law



- Towns, cities and counties must discourage incompatible land uses
(RCW 36.70.547, 36.70A.510; 35A.63.270; 35.60.250)
- Airports are Essential Public Facilities
(RCW 36.70A.200)
- Airports are part of the multi-modal transportation system
(RCW 36.70A.070)
- Towns, cities and counties must consult with aviation interests
(RCW 36.70.547, 36.70A.510; 35A.63.270; 35.60.250)

The Washington Aviation System



What benefits can aviation bring to Washington communities?



Washington's Airports and Compatible Land-Use Technical Assistance Program

- WSDOT Aviation must provide technical assistance
(*RCW 36.70.547, 36.70A.510; 35A.63.270; 35.60.250*)
- WSDOT Aviation is available to provide technical assistance to help communities meet the GMA requirements.
- WSDOT Aviation's planning program works cooperatively with airports, communities, planning organizations and local decision makers to ensure that public-use airports remain viable well into the future.

What is incompatible land use?



Wildlife attractants



Height hazards



Residential development

Incompatible land uses



Daycares



Places of worship, temples, mosques, etc



Smoke or steam



Schools



Hospitals and adult-care facilities



Flammable liquids, etc

Washington's Airport Land-Use Compatibility Program to date

- Historic perspective
- Process
- Tools
- Strategies
- Worksheets
- Consultation process
- Flexibility

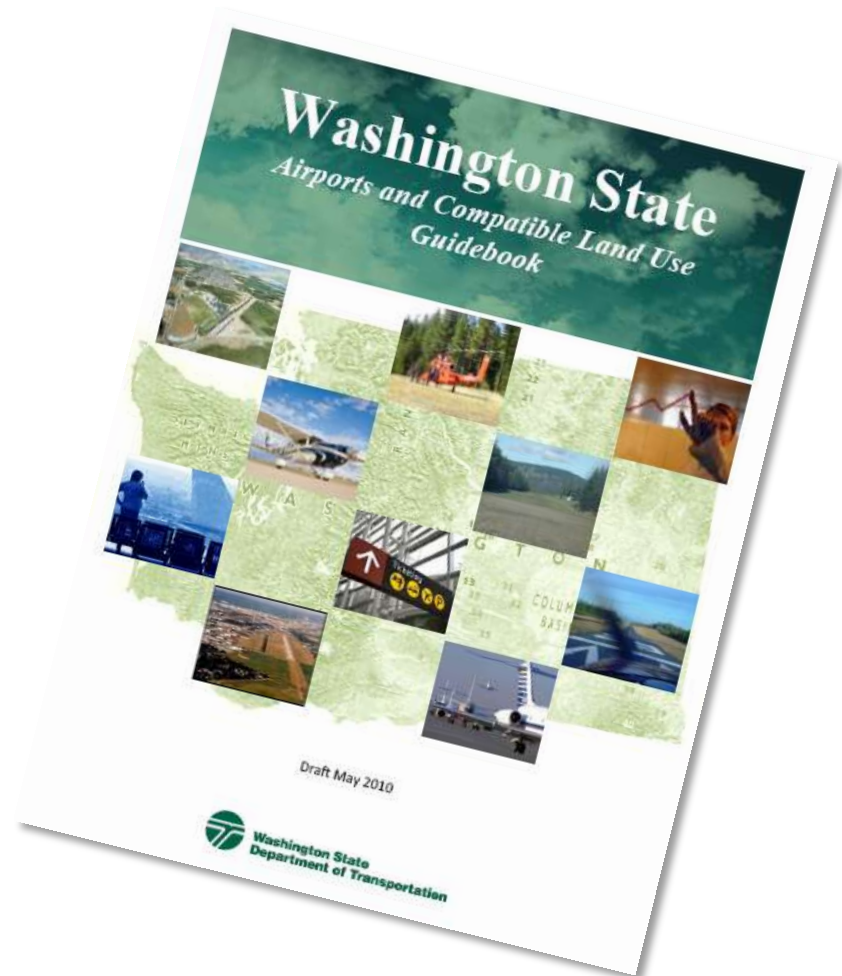


Background: Airports and Compatible Land-Use Guidebook Update

- In 2005, WSDOT hired a consulting firm to evaluate the Airports and Compatible Land-Use Program.
- The firm, through an independent survey, identified gaps within the program. These gaps included:
 - Flexible land-use criteria,
 - Modifying the compatibility zones,
 - Updating the guidebook to address new issues
 - Land-use compatibility implementation tools.

Guidebook Contents

- Chapter 1 – Overview
- Chapter 2 – Step-by-Step
- Chapter 3 – Toolkit
- Appendices
 - Legal framework
 - Noise
 - Overflight
 - Airspace
 - Safety
 - Formal consultation process
 - Matrixes
 - Glossary



WSDOT's land use compatibility process step-by-step

Step 1: Getting started and gathering data

Step 2: Delineate the airport influence area

Step 3: Identify compatibility concerns

Step 4: Develop compatibility strategies and criteria

Step 5: Adopt the comprehensive plan update

Step 6: Implement the compatibility policies



Step 1: Getting started and gathering data

Description:

Conduct preliminary work to initiate compatibility planning process

- Contact WSDOT Aviation for a preliminary consultation
- Understand compatibility planning objectives
- Identify your jurisdiction's responsibilities
- Identify stakeholders
- Learn about the airport
- Understand the airport's relationship to the community
- Gather land use data about airport environs

What data does a jurisdiction need to get started?

Historic accident data

FAR Part 77 Airspace Surfaces

Traffic pattern

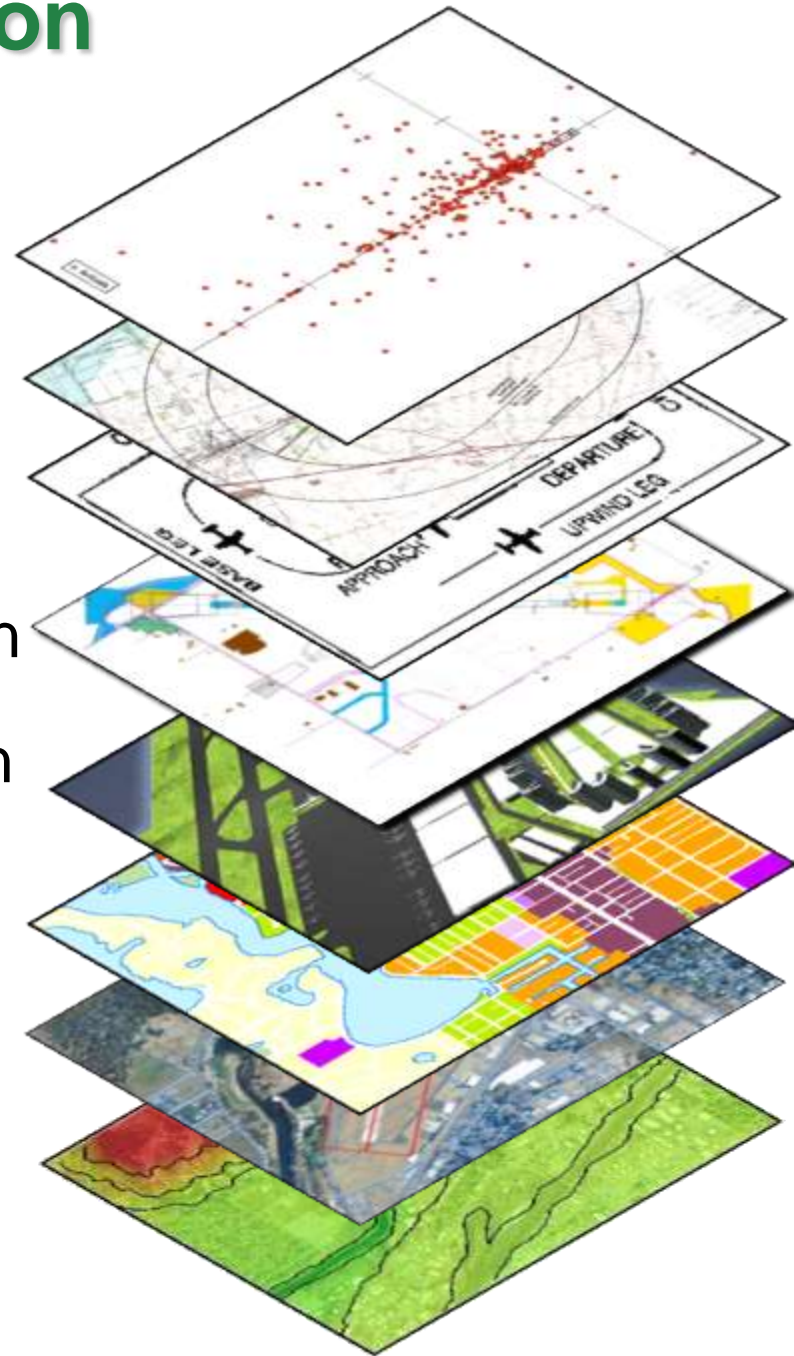
Airport master plan / airport layout plan

✓ Community comprehensive plan

✓ Existing land uses

✓ Parcel layer

✓ Topography



Step 2: Delineate airport influence area

Description:

Define the area you need to consider for land-use planning

- Airport influence area determined by:
 - Airport's impacts on surrounding land uses
 - Land use impacts on the airport
- Compatibility factors
 - Noise
 - Overflight
 - Airspace protection
 - Safety

Step 3: Identify compatibility concerns

Description:

Examine the level of compatibility in your community.

- Evaluate land-use character of airport influence area
- Evaluate land-use compatibility features
- What potential compatibility conflicts are on the horizon
- Determine compatibility concerns that need to be addressed

Step 4: Develop strategies and criteria

Description:

Examine policy and regulatory strategies available to pursue airport land-use compatibility

- Weigh strategies' advantages and disadvantages
- Identify preferred strategies
- Draft compatibility criteria
- Consider compatibility planning measures in comprehensive planning process

Step 5: Adopt comprehensive plan update

Description:

Take the comprehensive plan through public review and adoption process

- Get support of airport stakeholders
- Get public acceptance of the plan
- Decision makers have adopted the plan

Step 6: Implement compatibility policies

Description:

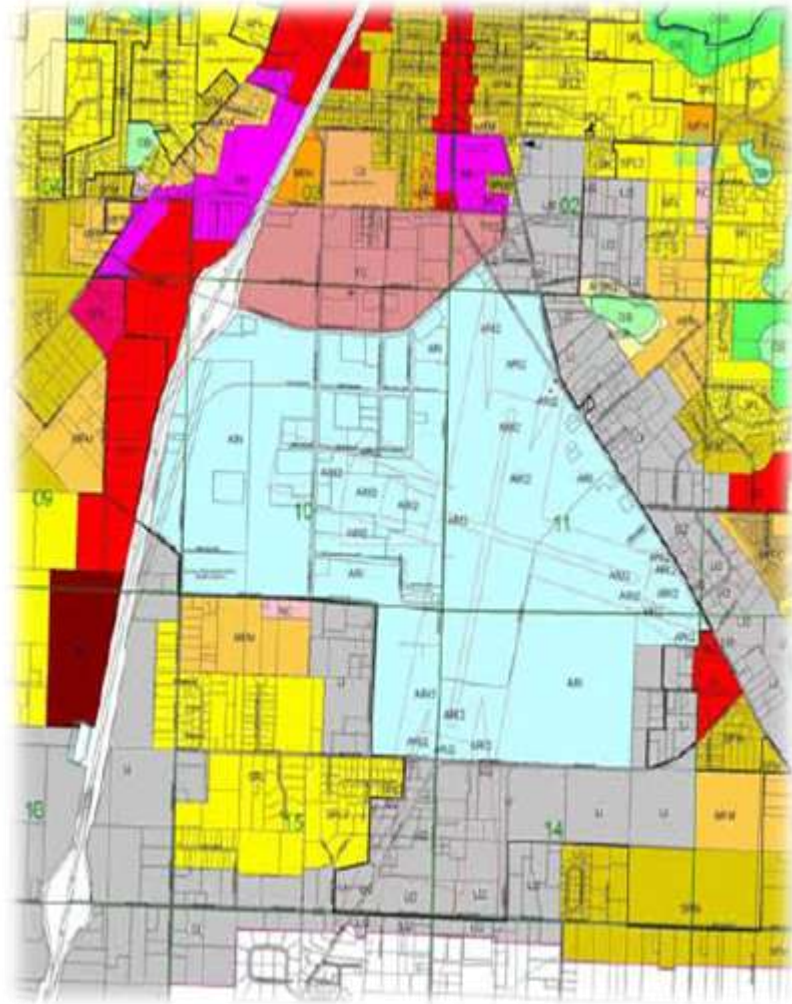
Put the plan to use

- Prepare and adopt implementing regulations
- Use regulations in ongoing review of land-use development proposals

Direct Zoning

Zoning in a community typically involves two activities: The adoption of text and a zoning map.

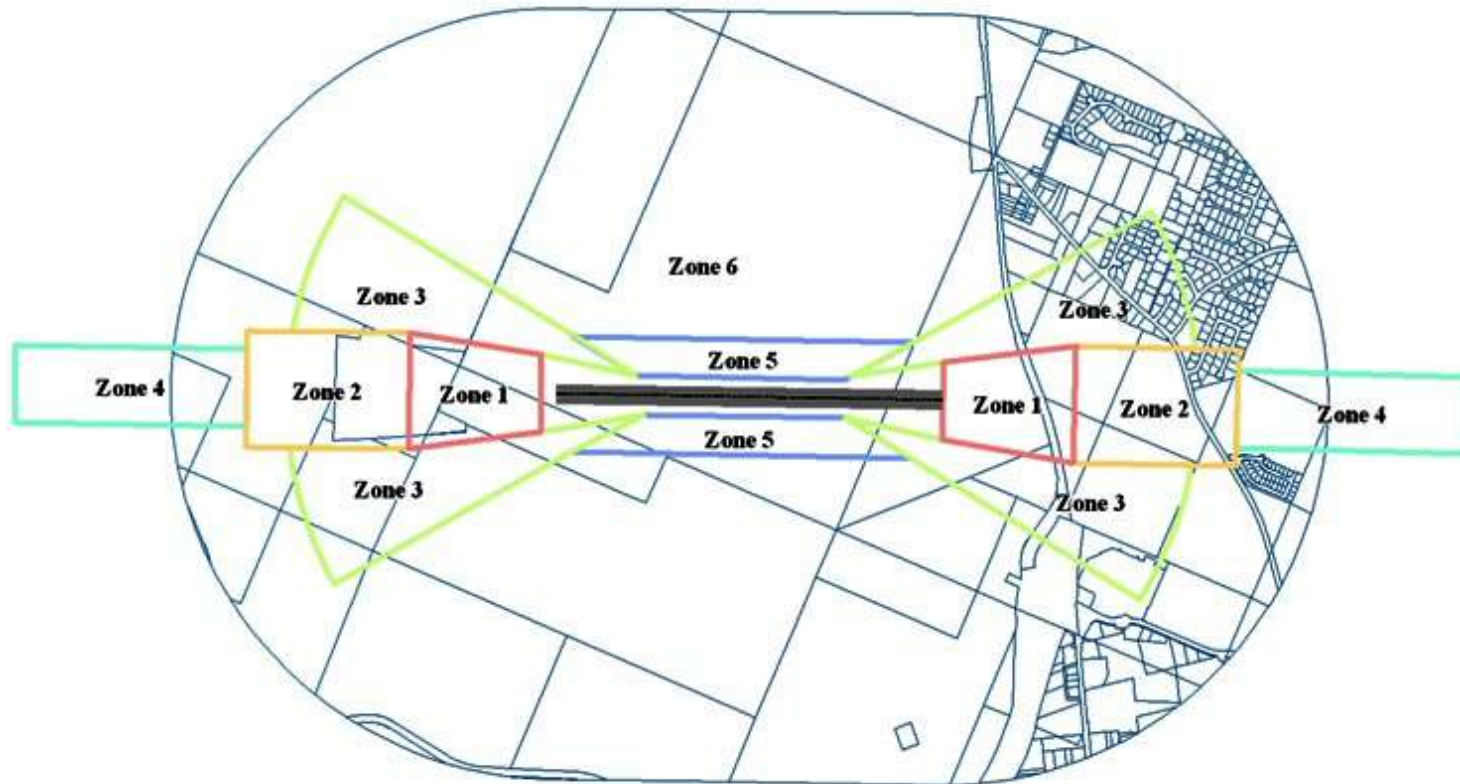
- The text defines the categories, uses and standards of development permitted within a particular land use designation.
- The map demonstrates the spatial distribution of the zoning classifications



Airport Overlay

An airport overlay is a zone that can be used to promote compatible land-use activities within the airport influence area.

An airport overlay zone applies additional criteria or restrictions to the underlying zoning classification.



[illegible]

Use the airspace definitions provided in federal law to identify Part 77 surfaces for the airport, and include in the development regulations language that prohibits penetration of these surfaces

Mixed-Use Zoning

Mixed-use development is the combination of residential, commercial, industrial, office, institutional, or other uses in a building or group of buildings.

**Mixed-use developments are often more compatible with aviation due to their intensity of use and the resulting societal expectations*



Clustering

Clustering is the grouping of a particular development's structures on a portion of available land. This reserves a significant amount of the site as protected open space. Cluster developments are appropriate for all types of development activity. They may be used in conjunction with commercial, industrial, mixed-use and residential development



Transfer of Development Rights (TDR)

- A transfer of development rights (TDR) program is a market-based mechanism that encourages the voluntary transfer of growth from places where a community would like to see less development (referred to as sending areas), to places where a community would like to see more development (referred to as receiving areas)



Airport Development Review Committee

An Airport Development Review (ADR) committee is a volunteer board, appointed by the local jurisdiction, that ensures compliance with the jurisdiction's goals, policies and implementation regulations. Committee members volunteer their time and expertise to ensure that development within the airport influence area is compatible with the current and future airport environment



Airport Stormwater Manual (ASDM)

WSDOT Aviation, in coordination with WSDOT Environmental Services and the Federal Aviation Administration (FAA), developed a stormwater design manual to assist in the design, construction and maintenance of stormwater facilities on and near airports.



Appendix Materials

Appendices

- Legal framework
- Noise
- Overflight
- Airspace
- Safety
- Formal consultation process
- Matrixes
- Glossary

Updated compatibility criteria

Appendix F
Compatibility Criteria

Table F.1

Compatibility Zones	Maximum Residential Density					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Agricultural (Farmland / Forest)	Average number of dwelling units per gross acre					
Rural (outside an urban growth boundary)	0					
Urban (within the urban growth boundary)	0	1 d.u. per 10 acres ^a	1 d.u. per 10 acres ^a	1 d.u. per 5 acres ^a	1 d.u. per 10 acres ^a	1 d.u. per 5 acres ^a
Cluster to preserve open space to maintain open approach corridor at and near runway ends into development up to average of surrounding residential area is allowed, but is appropriate only if nonresidential uses are not feasible						
	0	0	0	0	0	0
Promote high density and intensify mixed use development (10 to 30 d.u. per acre)						

Compatibility Zones	Maximum Intensities for Nonresidential Uses (Commercial, Industrial, Offices, and Activities)					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Agricultural (Farmland / Forest)	Average number of people per gross acre					
Rural (outside an urban growth boundary)	1-2 ^a	0-1	0-2	0-4	0-7	0
Urban (within the urban growth boundary)	1-2 ^a	10-25 ^a	10-25 ^a	40-60 ^a	100-150 ^a	100-150 ^a
Maintain current comprehensive plan designation and zoning designation						
	1-2 ^a	50-100 ^a	80-120 ^a	100-150 ^a	100-150 ^a	No Limit ^a
Special Function Land uses should be prohibited						
50-100 people per acre allowed if on airport and air-related						
Special Function Land uses should be avoided						

Source: Airport and Commercial Land Use (2007, Rev. 2010)

2-1

Please pass in your 3 x 5 question cards!

WSDOT is seeking land-use scenarios for its Airports and Compatible Land-Use toolkit

Please take 5 to 10 minutes to recommend a land-use scenario.

Compatibility Variables

Airport

- MSL
- Traffic Pattern,
- Operations a year
- Fleet mix
- Allowed uses

Current conditions

- Zoning
- Allowed uses
- Density

Land Use

Current conditions

Proposed action

- Use
- Density
- Intensity

Formal Consultation Process

WSDOT Aviation is taking public comment on the formal consultation process.





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